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KRISTINA SWALLOW, P.E., *Director*

In Reply Refer to:

May 13, 2021

JASON KUCHNICKI
NDEP
BUREAU OF WATER QUALITY PLANNING
901 S. STEWART ST. SUITE 4001
CARSON CITY, NV 89701

Interlocal Agreement #NM711-16-019
Lake Tahoe TMDL— WY2020 Annual Report

Dear Mr. Kuchnicki,

The Nevada Department of Transportation (NDOT) is submitting the 2020 Lake Tahoe TMDL Annual Stormwater Report per the requirements of the Interlocal Agreement (between NDOT and NDEP) dated November 22, 2016. Contents describe NDOT's compliance activities performed during WY2020 (October 1, 2018 through September 30, 2019).

As always, we appreciate your continued assistance. If you have any questions regarding this information, please contact Erin Honjas at (775) 888-7593 or ehonjas@dot.nv.gov or Chris Holman at (775) 888-7798 or cholman@dot.nv.gov.

Sincerely,

A handwritten signature in blue ink that reads "Chris Holman".

Chris Holman, P.E.
Principal Hydraulic Engineer



NEVADA DEPARTMENT OF TRANSPORTATION
LAKE TAHOE TMDL

ANNUAL REPORT FOR WATER YEAR 2020
OCTOBER 1, 2019 through SEPTEMBER 30, 2020

Nevada Department of Transportation
Hydraulics Division
1263 South Stewart Street
Carson City, NV 89712

Submitted:
March 15, 2021

Revised:
May 13, 2021

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LIST OF ACRONYMS

| | |
|----------|--|
| BAT | Best Available Technology |
| BMP | Best Management Practices |
| BMP RAM | Best Management Practices Rapid Assessment Methodology |
| EC | Erosion Control |
| FSP | Fine Sediment Particles |
| GIS | Geographic Information System |
| ILA | Interlocal Agreement |
| LCCP | Lake Clarity Crediting Program |
| MP | Mile Post |
| NDEP | Nevada Division of Environmental Protection |
| PLRM | Pollutant Load Reduction Model |
| RAM | Rapid Assessment Methodology |
| Road RAM | Road Rapid Assessment Methodology |
| SR | State Route |
| SNPLMA | Southern Nevada Public Lands Management Act |
| TMDL | Total Maximum Daily Load |
| TN | Total Nitrogen |
| TP | Total Phosphorous |
| TSS | Total Suspended Solids |
| UPC | Urban Planning Catchment |
| WQ | Water Quality |
| WQIP | Water Quality Improvement Project |
| WY | Water Year (October 1 – September 30) |
| US | United States Route |
| ZCGID | Zephyr Cove General Improvement District |

1.0 BACKGROUND

The purpose of this report is to comply with Section 4 of the Interlocal Agreement (ILA) to Implement the Lake Tahoe Total Maximum Daily Load (TMDL), dated November 2016, between the Nevada Department of Transportation (NDOT) and the Nevada Division of Environmental Protection (NDEP). This report summarizes NDOT's load reduction activities undertaken during water year 2020 (October 1, 2019 through September 30, 2020) in an effort to meet the credit target milestones established in the ILA and shown in Table 1.

Table 1. NDOT credit milestones established in the 2016 NDOT-NDEP ILA

| Water Year | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|---------------------------|------------|------|------|------|------|------------|------|------|------|------|------------|
| FSP Load Reduction | 10% | 12% | 15% | 17% | 19% | 21% | 23% | 25% | 28% | 31% | 34% |
| Credit Target / Milestone | 79 | 123 | 154 | 174 | 195 | 215 | 236 | 256 | 287 | 318 | 349 |

2.0 ACCOMPLISHMENTS SUMMARY

NDOT is continuously striving to meet the agreed upon obligations and commitments outlined in the Lake Tahoe TMDL ILA through Road Operations, Capital Improvement Projects, BMP Installation and overall maintenance of stormwater facilities throughout the basin. For Water Year (WY) 2020, time was dedicated to road operations and maintenance, including Road RAM for registered road segments, continued maintenance of existing BMPs, training of staff, and the design and construction of new Water Quality Improvement Projects (WQIP). NDOT was awarded 197 credits for WY2020, which exceeds the WY2020 milestone of 195 credits and allots NDOT a substantial amount of credits toward the WY2021 milestone.

2.1 Credit Declaration and Award

2020 WY credits declared and awarded stem primarily from two registrations, one road and one BMP. NDOT originally registered SR 28 from MP 5.12 to 11.0 and SR 431 from MP 0.0 to 3.0 in Washoe County during WY2017 and performed another full year of road operations and maintenance, including the collection of Road RAM scores. This road registration resulted in 181 credits awarded to NDOT. The New Kahle Wet Basin registration, shared with Douglas County, was approved on 11/12/2019 and resulted in 16 credits awarded for NDOT. Achieving the expected condition for the road and BMP registrations resulted in exceeding the WY2020 credit target. The annual credit target, credits expected, and credits declared and awarded are summarized in Table 2.

Table 2. NDOT credits expected, declared and awarded

| Water Year | Annual Credit Target | Lake Clarity Credits Expected | Lake Clarity Credits Declared | Lake Clarity Credits Awarded |
|----------------------|----------------------|-------------------------------|-------------------------------|------------------------------|
| Oct 2019 – Sept 2020 | 195 | 197 | 197 | 197 |

Two registered water quality projects, Pittman Terrace Water Quality and Erosion Control Project and Zephyr Cove Water Quality Improvement Project (ZC WQIP), eight and 30 potential credits respectively,

were not declared during WY2020 due to the additional expenses related to maintenance, performing BMP RAM and the associated reporting. It is anticipated that these BMP registrations will be declared in future water years.

2.2 Progress Towards 2021 Milestone

Prior to and during the first five-year milestone, NDOT has completed numerous WQIPs along Nevada State Routes 28, 431, 207, 760 and US 50 in the basin and has begun the process of registering these BMP projects. However, during WY2020 NDOT's primary focus was on road operations and maintenance, including collecting Road RAM scores, for SR 28 and SR 431. The declared road segments are outlined in *Table 3*.

NDOT continued to verify roadway condition by conducting Road RAM. The expected condition score for SR 431 was 2.0 and 2.5 for SR 28. Both road segments were kept at or above the average expected condition for WY2020 with average scores of 2.5 for SR 431 and 3.2 for SR 28. NDOT will continue to assess the maintenance needs, responsibility and costs associated with catchments that are declared.

In cooperation with Douglas County, NDOT was awarded credits for the shared New Kahle Wet Basin. This represents the first credits awarded to NDOT for a BMP registration. Sixteen credits were awarded to NDOT.

2.2.1 Road Operations Implementation Summary

NDOT has continued to implement an overall Road Operations Plan throughout the basin. This includes training of staff, increase BAT equipment available for maintenance staff, and an overall approach to reduce abrasives application and minimize their residence time on roadways. The Road Operations Plan for the two reaches of roadway were registered in July 2017. Full credits were awarded due to the Road Operations being performed and in place on the registered road network.

In WY2020, NDOT continued the process of identifying future road segments for registration in order to meet future credit milestones. Considerations for registration take into account many factors beyond credit allocation, including safety and feasibility to conduct Road RAM.

Table 3. Declared catchments showing expected vs. actual condition scores

| Urban Planning Catchment (UPC) | Catchment Description | Pollutant Controls | Expected Condition Score | Score for WY2019 | Lake Clarity Credits (PLRM v2.1) |
|--------------------------------|--|---|--------------------------|------------------|----------------------------------|
| 431_WA_0.0-3.0 | State Route 431 Road Operations | Improved road operations through advanced abrasive application & sweeping | 2.0 | 2.5 | 74 |
| 28_WA_5.12-11.0 | State Route 28 Crystal Bay to Mt. Rose Road Operations | Improved road operations through advanced abrasive application & sweeping | 2.5 | 3.2 | 107 |

2.2.2 BMP Implementation Summary

In cooperation with Douglas County, BMP RAM was performed on the shared New Kahle Wet Basin on August 21, 2020. The basin was assessed as a wet basin and passed with a 3.0 RAM score. Sixteen credits were awarded to NDOT.

NDOT has completed numerous WQIP's throughout the Tahoe Basin since 2004. NDOT continued design of water quality and erosion control projects that will accompany pavement repair on SR 431 and SR 28 from Crystal Bay to East Lakeshore Blvd. in Incline Village as well as a stand-alone water quality project on SR 28 at Marlette Creek.

3.0 STORMWATER LOAD REDUCTION PLAN

3.1 Progress Toward Future Milestones

NDOT has completed numerous WQIPs along Nevada State Routes 28, 431, 207, 760 and US-50 in the basin that can be used for BMP registrations. There is a continued effort to implement WQIPs throughout NDOT's roadway network to reduce fine sediment runoff from reaching Lake Tahoe. The 181 credits awarded from registering SR 28 and SR 431 and 16 credits from the Kahle Wet Basin puts NDOT 18 credits and 39 credits short of the WY2021 credit milestone and the WY2022 credit target respectively. NDOT previously completed registrations for Pittman Terrace Water Quality and Erosion Control Project and Zephyr Cove WQIP. The addition of these credits provides NDOT with 235 potential credits which is sufficient to meet the WY2021 credit milestone and is one credit short for the WY2022 credit target, however, it is anticipated that NDOT will meet future credit goals with additional roadway registrations. The additional credits needed to meet the WY2021 credit milestone will be achieved by registering a segment of US 50 and revising the current registration for SR 28 from an expected condition score of 2.5 to 2.8. NDOT also has several self-funded and collaborative multi-agency projects that have been previously constructed or are currently being designed and progressing towards implementation. These projects are summarized in *Table 4*.

Table 4: Capital Improvement Projects Available or Anticipated to be Available for Registration to Achieve Future Milestones

| Project Description | Project Implementation Year | Expected BMP Lake Clarity Credits |
|---|-----------------------------|-----------------------------------|
| US 50 WQ and EC Project (Cave Rock to Glenbrook) | 2006/2016 | 10 |
| SR 207 WQ and EC Project | 2015 | 27 |
| Burke Creek Stream Restoration and Erosion Control | 2016 | 2 |
| US 50 WQ and EC Project (Glenbrook Canyon) | 2006/2016 | 3 |
| US 50 Zephyr Cove WQ and EC Project | 2017 | 30 |
| SR 28 Bike Path, WQ and EC Project | 2018 | * |
| US 50 Pittman Terrace WQ and EC Project | 2018 | 8 |
| SR 28 WQ and EC Project @ Marlette Creek | 2021 | * |
| SR 28 (Crystal Bay to east Lakeshore Blvd.) WQ and EC Project in Conjunction with Pavement Rehabilitation | 2021 | 33 |
| SR 431 WQ and EC Project in Conjunction with Pavement Rehabilitation | 2021 | 19 |
| US 50 WQ and EC Project in Conjunction with Pavement Rehabilitation | 2022 | * |
| Total Potential Credits: | | 132 |

*Lake Clarity Credit estimates to be provided upon completion of construction when as-built drawings are available.

NDOT will register and declare the required number of projects from *Table 4* or register additional sections of roadways as necessary to meet and/or exceed future milestones. It is NDOT's goal to determine the credit potential for all completed and future LCCP related projects. During WY2021, NDOT will continue to research and plan long term credit registrations of roadways and BMPs to meet future credit targets and milestones. The number of credits that are estimated to be available from roadway registrations and BMP project registrations for future water years are shown in Table 5. As shown in Table 5, the addition of credits generated from further registration of BMP projects would be sufficient to meet the WY2021 milestone, WY2022 target as well as the rolling five-year target (WY2025).

Table 5. NDOT estimated credits for BMP and roadway registrations.

| Water Year | 2021 | 2022 | 2025 |
|--|------|------|------|
| Credit Target/Milestone | 215 | 236 | 318 |
| Projected Credits Available for Registration | 319 | 319 | 338 |

4.0 FISCAL ANALYSIS

4.1 Budget

NDOT's primary source of funds will continue to be the state gas tax to cover program and administrative costs, road operations & maintenance, and monitoring associated with the Lake Tahoe TMDL. Budgeted amounts are based on average expenditures during previous water years. At this time, budgeted

amounts are sufficient, and the Department is confident in continuing to meet the load reduction targets and milestone in the current NDOT/NDEP ILA. *Table 6* summarizes NDOT's 2020 expenditures as well as the 2021 budget areas of interest. NDOT plans to implement a Lake Tahoe TMDL Maintenance Contract in order to supplement NDOT maintenance staff and equipment needs. This contract would supplement traditional maintenance efforts with additional stormwater related maintenance. These additional efforts would be targeted towards reduction of fine sediment and include more thorough cleaning of BMPs, curb and gutter and sidewalks. This contract was previously planned to commence in WY2018; however, it will now be initiated in WY2021.

Table 6: NDOT Budget and Expenditures for WY2020 and WY2021 respectively.

| Program Area and/or Project Description | Funding Source | 2020 NDOT Expenditures | 2021-2023 Annual Budgeted Amount |
|--|--------------------|------------------------|----------------------------------|
| Program Support and Implementation ⁽¹⁾ | State Gas Tax/NDEP | \$222,300 | \$200,000 |
| Stormwater Operations and Maintenance ⁽²⁾ | State Gas Tax | \$919,100 | \$500,000 |
| Road Operations and Maintenance ⁽³⁾ | State Gas Tax | \$610,200 | \$1,300,000 ⁽⁴⁾ |
| Lake Tahoe TMDL Maintenance Contract ⁽⁵⁾ | State Gas Tax | \$0 | \$100,000 |
| Total: | | \$1,751,600 | \$2,100,000 |
| Capital Improvement Projects | | WY2020 | WY2021 |
| | | | |
| SR 28 Marlette Creek WQ and EC | State Gas Tax | \$260,000 | \$2,000,000 |
| Total: | | \$2,260,000 | |

(1) – Includes planning, coordination, monitoring and reporting.

(2) – This includes, BMP maintenance and the overall sweeping program.

(3) – This includes pothole repairs, shoulder repair, sand and salt operations and is a total of personnel, material and equipment costs.

(4) – Costs vary greatly depending on winter precipitation types/amounts and overall winter severity. Fortunately, the Department has sufficient budget and reserves to cover the fluctuations.

(5) – A new service provider contract is budgeted for and will be pursued to address difficulties experienced with currently available maintenance resources and executed maintenance contracts.

4.2 Finance Plan

NDOT will continue to pursue outside funding options available for the implementation of future water quality improvements. To date, the Nevada state gas tax has been sufficient to cover the overall costs associated with implementing the program. NDOT will continue the agreement with the Tahoe Resource Conservation District (TRCD) and other jurisdictions in the Basin to monitor water quality improvements. As with previous water years, for WY2020 and future water years, 100% of the monitoring costs for each jurisdiction will be the jurisdictions responsibility.

5.0 BARRIERS

The major challenges NDOT faces in implementing the Lake Tahoe TMDL are:

- 1) Funding is not anticipated to become a major barrier for NDOT in the near future. However, with the current political environment, and leadership changes within NDOT, funding will always be considered as a potential barrier.
- 2) NDOT has invested a considerable amount of time and resources on developing an alternative to Road RAM during WY2016 and WY2017. NDOT contracted with NTCD and 2ND Nature to develop procedures that are more efficient and safer for personnel to perform on primary roadways. These procedures were submitted to NDEP for approval during WY2017. The Highway RAM was approved as an alternative highway condition assessment tool in February 2018. NDOT anticipates there will be some challenges with the actual implementation of Highway RAM. This may result in delays or overlapping data collection for NDOT and NDEP as familiarization with the new procedures occur. Highway RAM results continue to be analyzed to determine how the LCCP process will be impacted if Highway RAM is to be utilized in-place of Road RAM.
- 3) NDOT's declarations remain heavily weighted towards Road Operations which in turn is heavily dependent on maintenance. The inherent barriers resulting are as follows:
 - a. Weather with seasonal and annual variability
 - b. Maintenance priorities and overall workload
 - c. Maintenance crew staffing, recruiting difficulties and crew inexperience
 - d. Equipment availability, functionality and reliability. Coordination with the Equipment and Maintenance Divisions will continue to occur to address any equipment related issues and shortcomings. Equipment reliability and availability for SR 431 continues to be a challenge. The relatively short lifespan of sweepers paired with steeper terrain, which precludes the use of many sweepers, has led to frequent shortage of available sweepers.

6.0 BASELINE DISCREPANCIES

The baseline load estimate developed in the 2016 Baseline Report could potentially be refined with each credit registration. The Road Operations registration of SR 28 and SR 431 was completed in June of 2017 with no changes between the estimated baseline load and the refined baseline load. Baseline load estimates were refined during the registration process for Pittman Terrace WQIP, ZC WQIP and Kahle Basin WQIP. Table 7 summarizes these discrepancies.

Table 7. Baseline Load Discrepancies

| Registration Name | 2016 Jurisdictional Baseline Report Estimated FSP load (lb/yr) | Registration Baseline Refined FSP load (lb/yr) | Baseline Difference (lb/yr) |
|---|--|--|-----------------------------|
| Pittman Terrace BMP | 4,352 | 4,322 | -30 |
| Zephyr Cove Water Quality Improvement Project | 9,271 | 6,646 | -2,625 |
| New Kahle Wet Basin | 5355 | 5956 | 601 |

Table 8 provides revised jurisdictional baseline loads for FSP, Total Nitrogen (TN) and Total Phosphorous (TP) based on the 2016 Jurisdictional Baseline Report with updates for WY2020 and WY2021. The annual report will maintain a running tally of all baseline discrepancies for registered credits. This will be used to update future annual credit targets and five-year credit milestones.

Table 8. Jurisdictional Baseline Load

| Pollutants of Concern | 2016 Jurisdictional Baseline Report Estimated Load (lb/yr) | WY2020 Refined Baseline Load (lb/yr) | WY2021 Refined Baseline Load (lb/yr) |
|-----------------------|--|--------------------------------------|--------------------------------------|
| FSP | 205,006 | 202,243 | 203,591 |
| TP | 564 | 560 | 564 |
| TN | 1704 | 1690 | 1699 |